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INTELLIGENCE MEMORANDUM

QUARTERLY ESTIMATE OF THE PRODUCTION OF AIRCRAFT
IN THE SINO-SOVIET BLOC
APRIL-JUNE 1955

CIA/RR IM-414

3 October 1955

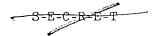
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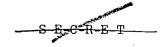
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FOREWORD

This publication is the first in a series to be issued on a quarterly basis summarizing production of aircraft in the Sino-Soviet Bloc. The estimates presented are intended to supersede those contained in previous CIA reports and are published to satisfy consumer requests for the most recent estimates of aircraft production in the Bloc. Both the methodology and the technical terms employed in previous reports have been utilized in the present report. Changes in the estimates have resulted from later information and analysis rather than from any methodological change. No interagency coordination has been attempted,



QUARTERLY ESTIMATE OF THE PRODUCTION OF AIRCRAFT IN THE SINO-SOVIET BLOC* APRIL-JUNE 1955

1. Production.

From the first to the second quarter of 1955 the production of aircraft in the Sino-Soviet Bloc declined about 3 percent, in numbers of aircraft produced.** The decline is principally in the output of fighter aircraft in the USSR, where the production of the Fresco (Mig-17) is being replaced by the production of later models. In contrast to the reduction in numbers, an increase of about 4 percent in total airframe weight produced was reached during the second quarter of 1955. This increase results from the trend toward greater weight in modern aircraft. A specific example of this trend in the current estimate is the conversion from the production of the Fresco at certain Soviet plants to that of later models which weigh 50 to 60 percent more than the Fresco.

The USSR produces most of the aircraft manufactured in the Sino-Soviet Bloc. Of the 2,434 aircraft produced during the second quarter of 1955, 2,121 aircraft, or about 87 percent, were produced in the USSR,*** and the remainder, 313 aircraft, were produced in the European Satellites.**** There is still no indication that Communist

^{*} The estimates and conclusions contained in this memorandum represent the best judgment of ORR as of 15 September 1955.

^{**} The estimated production of aircraft in the Sino-Soviet Bloc from 1953 to mid-1955, by number, is given in Table 1, p. 2, below, and in Table 2, p. 3, below, by airframe weight.

^{***} The production of aircraft in the USSR, from 1953 to mid-1955, by number, is given in Table 3, p. 5, below, and by airframe weight, in Table 4, p. 6, below.

^{****} The production of aircraft in the European Satellites from 1953 to mid-1955, by number, is given in Table 5, p. 7, below, and by airframe weight, in Table 6, p. 8, below.

China or the Asiatic Satellites are producing aircraft. On the basis of airframe weight, 94 percent of the production in the Sino-Soviet Bloc took place in the USSR. The difference between the Soviet share of the production on a weight basis as opposed to a unit basis is explained by the production of relatively lighter aircraft by the European Satellites.

Combat aircraft comprised about 57 percent of the total aircraft production, in units, during the second quarter of 1955. This proportion remains essentially unchanged from the first quarter of 1955.

Table 1

Estimated Production of Aircraft in the Sino-Soviet Bloc, by Number 1953 to Mid-1955

	,			Units	
			1955		
Type of Aircraft	1953	1954	lst Quarter	2d Quarter	
Jet bombers					
Heavy Medium L'ight	0 147 1,384	16 181 1,276	13 85 321	17 94 321	
Jet fighters	4,414	4,423	1,012	916	
Ground attack	457	207	30	30	
Transports	1,662	1,681	239	249	
Trainers	•				
Jet Piston	522 877	1,265 1,077	363 284	363 291	
Others a/	728	794	170	153	
Total	10,191	10,920	2,517	2,434	

a. Helicopters, gliders, and seaplanes.

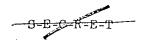


Table 2

Estimated Production of Aircraft in the Sino-Soviet Bloc, by Weight 1953 to Mid-1955

Thousand Pounds of Airframe Weight a 1955 Type of Aircraft 1953 1954 1st Quarter 2d Quarter Jet bombers Heavy 1,800 1,460 1,910 4,340 Medium 7,674 9,240 4,805 Light 25,410 23,360 5,840 5,840 Jet fighters 31,446 33,214 7,684 7,661 Ground attack 1,676 3,700 243 243 Transports 9,240 9,860 2,106 1,906 Trainers Jet 3,348 11,206 3,115 3,115 Piston 936 1,394 588 608 Others b/ 7,012 8,669 1,800 1,664 Total <u>88,766</u> 100,419 26,976 27,952

a. These figures include the production of spare parts.

b. Helicopters, gliders, and seaplanes.



The importance of the USSR as the primary producer again is emphasized by the fact that roughly 90 percent of the production of combat aircraft in the Sino-Soviet Bloc took place in the USSR.

2. New Types.

Present estimates have been revised considerably from those of previous CIA reports as a result of the new aircraft displayed by the USSR during recent public displays.*

^{*} The rehearsals during April for the canceled airshow of 1 May 1955 and the actual Aviation Day Airshow of 3 July 1955.

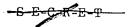


Table 3

Estimated Production of Aircraft in the USSR, by Number 1953 to Mid-1955

				Units	
			1955		
Type of Aircraft	1953	1954	lst Quarter	2d Quarter	
Jet bombers	•				
Heavy Medium Light	0 147 1,384	16 181 1,276	13 85 321	17 94 321	
Jet fighters	4,119	3,964	897	798	
Transports	1,662	1,681	239	249	
Trainers					
Jet Piston	522 684	1,176 828	294 207	294 207	
Others <u>a</u> /	683	770	158	141	
Total	9,201	9,892	2,214	2,121	

a. Helicopters, gliders, and seaplanes.

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Table 4
Estimated Production of Aircraft in the USSR, by Weight 1953 to Mid-1955

Thousand Pounds of Airframe Weight a/ 1955 Type of Aircraft <u> 1953</u> 1954 1st Quarter 2d Quarter Jet bombers Heavy 1,800 1,460 1,910 Medium 7,674 4,340 5,840 9,240 4,805 Light 25,410 23,360 5,840 Jet fighters 29,662 30,443 6,989 6,948 Transports 9,240 9,860 1,906 2,106 Trainers Jet 3,348 10,635 2,673 2,673 Piston 727 960 259 259 Others b/ 6,957 8,652 1,786 1,650 Total 83,018 94,950 25,253 26,191

a. These figures include the production of spare parts.

b. Helicopters, gliders, and seaplanes.



Table 5

Estimated Production of Aircraft in the European Satellites, by Number 1953 to Mid-1955

				Units			
	Type of Aircraft	<u>1953</u>	1954	1955			
Country				lst Quarter	2d Quarter		
Czechoslovakia	Jet fighter Ground attack Jet trainer Piston trainer Others	294 457 0 66 25	394 207 89 165 0	69 30 69 71 6	69 30 69 78 6		
Total	,	842	<u>855</u>	245	<u>252</u>		
Poland	Jet fighter Piston trainer	1 0	65 60	46 0	49 0		
Total		<u>1</u>	125	<u>46</u>	<u>49</u>		
Bulgaria	Piston trainer	103	<u>o</u>	<u>0</u>	<u>o</u>		
Rumania	Piston trainer	24	24	<u>6</u>	<u>6</u>		
Hungary	Others	<u>20</u>	24	<u>6</u> ,	<u>6</u>		
Grand total		<u>990</u>	1,028	<u>303</u>	<u>313</u>		

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Table 6

Estimated Production of Aircraft in the European Satellites, by Weight 1953 to Mid-1955

Thousand Pounds of Airframe Weight a/ 1955 1954 2d Quarter 1st Quarter Type of Aircraft 1953 Country 417 2,380 417 Czechoslovakia Jet fighter 1,775 243 1,676 243 3,700 Ground attack 442 442 Jet trainer 0 571 343 Piston trainer 72 349 324 Others 41 10 10 <u>5,588</u> 1,455 4,976 1,436 Total 296 278 Poland Jet fighter 9 391 64 0 Piston trainer 0 0 Total 9 455 278 296 116 0 Piston trainer Bulgaria Piston trainer 5 Rumania 21 21 Hungary Others 14 <u>17</u> Grand total

a. These figures include the production of spare parts.